

GEORGE WASHINGTON MEMORIAL PARKWAY NORTHBOUND LANE OVERPASS
Future westbound access MacArthur Boulevard, spanning Clara Barton Parkway
Glen Echo Vicinity
Montgomery County
Maryland

HAER No. MD-96

HAER
MD
16-GLENECH,
2-

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Department of the Interior
P.O. Box 37127
Washington, D.C. 20013-7127

HAER
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I. INTRODUCTION

Location: Clara Barton Parkway milepost 2.59, 2.5 miles from Interstate 495; carries Future GWMP over Clara Barton Parkway northbound lane, Montgomery County, Maryland, within George Washington Memorial Parkway.

FHWA Structure No.: 3300-034P.

Date of Construction: 1961.

Type: Reinforced concrete frame bridge.¹

Designer: The future northbound lane was designed by the engineers at the Bureau of Public Roads and approved by the National Park Service.

Present Owner: National Capital Region, National Park Service.

Present Use: In April 1993 the bridge was reported closed to traffic.²

Significance: Built as part of the Maryland segment of the GWMP.

Project Information: Documentation of the George Washington Memorial Parkway and Clara Barton Parkway was undertaken as a multi-year project by the Historic American Buildings Survey and the Historic American Engineering Record (HABS/HAER), a combined division of the National Park Service, Robert Kapsch, Chief. The project was sponsored by the Park Roads Program of the National Park Service, John Gingles, Deputy Chief, Engineering and Safety Services Division. The Project Supervisor was Sara Amy Leach, HABS Historian. Bridge reports were prepared by Elizabeth M. Nolin (1988); Michael P. Kucher (University of Delaware, 1993); and Jennifer P. Wentzien (University of Washington, 1994).

HABS Report No. VA-69 prepared by Timothy Davis (University of Texas) provides an overview history of the entire parkway project. Jack E. Boucher and Jet Lowe produced the large-format photographs. The Washington-based summer 1994 documentation team was headed by landscape architect Tim Mackey (Harvard University, Graduate School of Design).

¹National Park Service, "Structure Inventory and Appraisal Sheet - Structure No. 3300-034P," 4/21/93.

²Ibid. page 3 of 8.

GEORGE WASHINGTON MEMORIAL PARKWAY NORTHBOUND LANE OVERPASS

HAER No. MD-96

(page2)

II. DESCRIPTION

The Future GWMP Northbound Lane Overpass is located on the Clara Barton segment of the George Washington Memorial Parkway (GWMP). The rigid frame concrete structure has a central span of 77'. The overall length is 267' including wing walls. The abutments are skewed to the roadway. Reinforced concrete abutments and piers rest on spread footings. The reinforced concrete deck is 38.7' wide. Minimum clearance over the GWMP is 16'. The form of the bridge is similar to the Cabin John Creek Bridge (HAER No. MD- 95).

III. SOURCES

U.S. Department of Commerce, Bureau of Public Roads. Plans for Proposed Project 100A9. Microfiche reductions of original construction drawings on file at the Bridge Inspection office of the Roads on Eastern Federal Lands Highway Division, Federal Highway Administration, Sterling Virginia; also available on microfiche from National Capital Region Park Headquarters, National Park Service, Washington D.C.

U.S. Department of Commerce, Bureau of Public Roads. "Final Construction Report, George Washington Memorial Parkway, Project 100A9." Federal Eastern Lands Highway Division, Federal Highway Administration. Unable to locate this report at the remote storage facility in Sterling, VA.

U.S. Department of the Interior, National Park Service. "Structure Inventory and Appraisal Sheet - Structure No. 3300-034P." 4/21/93.

U.S. Department of the Interior, Historic American Buildings Survey (HABS), No. VA-69, "George Washington Memorial Parkway," 1994. Prints and Photographs Division, Library of Congress, Washington D.C.